

Rpt. 8

Port LONDON

No. 139492

Date of writing Report 13.1.59

When handed in at Local Office 14.1.59

Received London 28 JAN 1959

Survey held at Isle of Grain

No. of Visits 2

First Date 5.1.1959

Last Date 7.1.1959

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B.

54886 on the ~~Iron~~ ^{Steel} M.S.

"BRITISH TENACITY"

Tons gross 8439

Built at Newcastle

By Whom Swan, Hunter & Wigham Rehdns.

When 1939 Year Month 2

Owners B.P. Tanker Co. Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry London

Surveyed Afloat or in Drydock Afloat

Name of Dock Sheerness Buoy

Date of last exam. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 115206 Port Nwe
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
*LOCAL carrying petroleum in bulk.	4-58	*LMC. CS.	3-55
S.S. Shl. (Dr.)	3-55	DBS.	4-58
		TSCL.	6-56
		Oil Eng.	

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined
Supt. Not required.

Yes

Freeboard as marked on ship and now verified

ft ins

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyors.

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE, stated due to contact with "MINSTER" at approx. 0520 hours 4th January, 1959 in fog near the N.E. Mouse Buoy on passage Saltend - Isle of Grain in ballast.

Damage confined to stem and stem plating etc. within the forepeak tank.

Between the 29 foot and 25 foot draught marks the stem bar was completely destroyed and the bow plating of the second strake below main sheer crushed back for about four feet. Below this to below the present draught mark of 13 feet the stem and stem plating was crumpled back to the first frame.

Internally very little damage in addition to the above was found, frames 10 & 11 from the forepeak bulkhead being badly damaged with beams and beam knees, in way of the crushed second below main sheer plating.

Very little leakage was coming from the damaged stem and as the main damage was at least 12 feet above the present water line and no great volume of water could penetrate the forepeak tank owing to the crushed metal and No.1 floor which ran practically solid except for drain holes (which were plugged) up to the damage no repairs were recommended for a passage in the present ballasted condition direct to a N.E. Coast repair port. The Chief Engineer stated the forepeak tank pumping arrangements were working well and the present leakage well within their capacity.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? No

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? -

Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This vessel, so far as now seen, is in efficient condition and eligible in my opinion to remain as now Classed without fresh record of survey, subject to permanent repairs to the stem and stem plating etc. being carried out on arrival at a North East Coast Port whither she is now bound direct and to all other conditions at present attached to the Class being dealt with as previously recommended.

John C. Bentley
Surveyor to Lloyd's Register of Shipping
J.C. BENTLEY.

Jan 21 4/2/59

Date of Committee

TUESDAY 10 FEB 1959

Minute

Noted

W. J. M. ...

(See CHIEF Minder 23/1/59)
"To be broken up"

40m, 3.58 T. CD



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002465-002470-0006

Check Rpt 22/1

